

**APPENDIX A**  
**FARMLAND IMPACT STUDY**

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To:	Mr. Gary Gordon Willdan Engineering 2400 Washington Avenue Suite 101 Redding, CA 96001-2839	From:	Ms. Connie MacGregor Stantec Consulting Services Inc. 376 Hartnell Avenue, Suite B Redding, California 96002
File:	2272004900	Date:	December 2, 2022

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**Reference: County Road R over Glenn-Colusa Canal Bridge (No. 11C-0011) Replacement Project  
Farmland Impact Study**

Dear Mr. Gordon:

Glenn County (County), in cooperation with the California Department of Transportation - District 3 and the Federal Highway Administration, is proposing to replace the existing Bridge (Bridge No. 11C-0011) on County Road R spanning the Glenn Colusa Irrigation District (GCID) canal (project). The project is being funded by the Local Highway Bridge Program funds administered by the California Department of Transportation (Caltrans). The existing County Road R Bridge, built in 1950, is currently open to only one lane of traffic due to excessive corrosion of the steel shells on the piles.

Lands within the project area are designated by the state of California as Prime Farmland1 (California Department of Conservation 2020, 2022). County Road R in the project area passes through Williamson Act contract lands on its west side and on the north side of the GCID canal (County of Glenn 2022). Land use for the entire project area adjacent to the road corridor is designated as Intensive Agriculture and zoned for Exclusive Agriculture (AE). Lands on the west side of the road corridor and also southeast of the ditch are also designated as Farmland Security2. Minor realignment of the north and south bridge roadway approaches is planned to address public safety. The project would largely be constructed in the existing road corridor right-of-way (ROW), but it would require some encroachment onto adjacent designated farmland on the northwest and southeast sides of the new bridge approaches. Accordingly, this farmland impact assessment report assesses the impacts associated with the conversion of agricultural lands to nonagricultural use.

## LOCATION

The 5.52-acre project study area is located along a portion of County Road R that crosses over the Glenn-Colusa canal, approximately 5.3 miles east of Interstate 5 (I-5) and approximately 8.5 miles northeast of the town of Willows in Glenn County, California. The project is located in the *Glenn, California 7.5-minute U.S. Geological Survey (USGS) topographic quadrangle: Township 20 North, Range 2 West, sections 17 and 18* (Attachment A, Figure 1). The center of the project study area is near 39.586947 degrees latitude, - 122.116908 degrees longitude (WGS 84 datum).

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<sup>1</sup> Irrigated land with the best combination of physical and chemical features able to sustain long term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for production of irrigated crops at some time during the four years prior to the mapping date (California Department of Conservation 2022).

<sup>2</sup> Farmland Security Zones are those areas where a contract between a private landowner and a county creates an enforceable restriction on the land that limits its uses to agricultural or open space (California Department of Conservation 2019).

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## **PROJECT DESCRIPTION**

### **Bridge Design**

The new bridge would be a standard two-lane bridge approximately 34 feet wide and 167 feet long. The bridge would have two 12-foot-wide travel lanes with 4-foot-wide shoulders on each side. The abutments of the new bridge on the south side would be located slightly west of the existing bridge and slightly to the east on the north side, which would improve the alignment of the bridge approaches from both the north and south. The bridge would be a 4-span structure with a precast/prestressed concrete voided slab units with a composite cast-in-place deck. The foundation of the new bridge would consist of driven steel shell piles. The bridge abutments would be located along the banks of the irrigation canal and would not be in the active channel. It is anticipated that the excavation for the abutments would not exceed 10 feet (approximate) below the existing ground surface.

The County plans to realign the roadway approaches slightly east of the existing road to align with the new bridge. Approximately 800 feet of County Road R would be reconstructed; 400 feet to the south and 400 to the north of the new bridge. As part of this realignment, cut and fill would be required along the new roadway, and an irrigation ditch may be relocated to follow the modified roadway (Attachment 2, Figure 2). In addition, pavement associated with the old roadway would be removed, and the disturbed area would be restored to match adjacent conditions (e.g., grasslands).

### **Construction Methods**

The project would generally involve vegetation removal; site clearing, preparation, and earthwork; utility relocation; demolition and removal of the existing bridge structure; construction of new bridge foundations, abutments, retaining structures, deck, and guardrails; realignment of a segment of County Road R; applying pavement overlay; and hydroseeding disturbed areas, including the former roadway. Staging would occur along the road, where feasible, and may occur on adjacent private properties to the north and south of the existing bridge. Vegetation removal would be necessary in the proposed location of the new bridge and along the new road alignment. Pile driving is anticipated for the new piles. Blasting is not expected but cannot be ruled out completely, depending on the nature of the subsurface rock that may be encountered. Demolished materials would be removed and disposed of offsite at an appropriate facility.

A temporary diversion dam and piping may be used to divert canal flows around the excavation areas for the new bridge foundations, although the bridge has been designed to allow for construction with canal flowing full. If used, the diversion dam and piping would be temporarily installed in the canal bed approximately 100–150 feet east (upstream) of the existing bridge. The diversion dam would consist of a simple dam or device and would be about 20 feet long, extending between both banks of the canal. Flexible piping would likely be used to carry canal flow through the in-canal work area. The piping would be sized to allow canal flows to be directly channeled and conveyed through the work area with minimal impacts at the inlet and outlet locations

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of the diversion piping. The diversion device would be removed after the bridge work is complete and normal canal flow would be restored. The instream work would take place when canal flows are lowest.

Construction is expected to start in 2023 or later once all required approvals and funding have been obtained. The overall construction period would encompass up to one year. County Road R near the bridge would remain closed to through traffic until construction of the new bridge is complete. Construction within the canal would generally take place between January and February when the GCID canal is not transporting water for agricultural purposes. Work performed in and around the GCID canal (e.g., demolition, diversion dam, bridge construction) would be scheduled during these off-peak months. Other work (e.g., paving and striping the road) outside of the canal may be scheduled at any time.

## **REGULATORY GUIDANCE**

### **Federal**

#### ***Farmland Protection Policy Act***

The Farmland Protection Policy Act (FPPA) is intended to minimize the extent to which federal programs contribute to the conversion of farmland to nonagricultural uses. It provides that, to the extent practicable, federal programs are compatible with state and local units of government as well as private programs and policies to protect farmland. Projects are subject to FPPA requirements if they may irreversibly convert farmland (directly or indirectly) to nonagricultural use and would be completed by a federal agency or with assistance from a federal agency. For the purpose of the FPPA, farmland is defined as prime farmland, unique farmland, or land of statewide or local importance. Farmland subject to FPPA requirements does not have to be currently used for crop production. In fact, the land can be forest land, pastureland, cropland, or other land, but does not include water bodies or land developed for urban land uses (e.g., residential, commercial, or industrial uses).

State highway construction projects receiving FHWA funding or assistance having the potential to convert important farmland to non-farm use must include an assessment of non-soil related criteria such as the potential for the project to impact the local agricultural economy. The sponsoring agency (in this case, Caltrans) is required to complete the Natural Resources Conservation Service's (NRCS) Form NRCS-CPA-106 (Farmland Conversion Impact Rating for Corridor Type Projects). NRCS uses a land evaluation and site assessment (LESA) system to establish a farmland conversion impact rating score based on the findings of Form NRCS-CPA-106. This score is used as an indicator for Caltrans to consider alternative sites if the potential adverse impacts on farmland exceed the recommended allowable level. Caltrans, as the delegated federal lead agency, will coordinate with NRCS to complete the form as required by the FPPA (Attachment B).

#### ***National Environmental Policy Act***

Projects having a federal nexus (e.g., FHWA funding) must adhere to the provisions of the National Environmental Policy Act (NEPA) (1969). Under NEPA, before taking or approving any federal action that

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would result in the conversion of farmland, the federal agency (in this case, FHWA) must examine the effects of the action using NEPA criteria, and if adverse effects are found, must consider project alternatives to lessen the impacts. However, NEPA does not require that a project be modified solely to avoid or minimize the effects of conversion of farmland to nonagricultural uses. Unavoidable project-related impacts that cannot be mitigated would require preparation of an Environmental Impact Statement. For the purpose of this project, it is anticipated that the effect of the conversion of the agricultural lands within the project area to non-agricultural use can be adequately addressed in accordance with NEPA using a Categorical Exclusion (23 CFR 771.117(d)(3)). Caltrans will serve as the NEPA Lead Agency under their NEPA delegation authority from FHWA.

## **State**

### ***California Environmental Quality Act***

The California Environmental Quality Act (CEQA) (1970) includes guidelines that directly address farmland conversion impacts. Appendix G of the CEQA Guidelines states that a project that would convert prime agricultural land to nonagricultural use or impair agricultural productivity would normally be considered as having a significant environmental impact. Significant project-related impacts that can be mitigated to a less-than-significant level would require preparation of an Initial Study/Mitigated Negative Declaration (IS/MND), while impacts that cannot be mitigated to a less-than-significant level would require preparation of an Environmental Impact Report. For this project the County anticipates preparation of an IS followed by adoption of an MND.

### ***The California Land Conservation Act – Williamson Act***

Commonly referred to as the Williamson Act, the California Land Conservation Act (1965) allows local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use, thus discouraging premature and unnecessary conversion of farmland to urban uses. In return, landowners receive property tax assessments that reflect the land's worth based on farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act (1971).

Williamson Act contracts last a period of at least 10 years. At the end of each year within the 10-year contract period, the contract is automatically renewed for an additional year unless the landowner or the local government moves to terminate the contract. Public agencies are prohibited from acquiring farmland covered under the act for the location of a public improvement project if there is other land outside the preserve on which it is reasonably feasible to locate the public improvement. Existing state highways generally are exempt from this provision, but new highways and highway corridors are not. Government Code Section 51295 states that when a project would condemn or acquire only a portion of a parcel of land subject to a Williamson Act contract, the contract is deemed null and void with respect to that portion only. The remaining land continues

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to be subject to the contract unless it is adversely affected by the condemnation. In such cases, the contract for the remaining portion may be canceled. Government Code Section 51291(b) requires an agency to notify the State Department of Conservation (DOC) and the local governing body responsible for the administration of the Williamson Act (i.e., the County) of the proposal for acquisition for a public improvement project regardless of whether it is a state or federally funded project, or the amount of total acreage involved. Williamson Act lands adjacent to the project area are Type I (Prime Agricultural) lands, a minimum of 10 acres with at least 50 percent of the parcel in permanent crops (UC Coop Extension 2022).

## **Local**

### ***Glenn County General Plan***

Implementation of the project would be consistent with the following goal and policies directing the use of agricultural land identified in the Glenn County General Plan (Quad Consultants 1993):

Natural Resources

Goal NRG-1. Preservation of agricultural lands.

**Policies:** It shall be the policy of Glenn County to:

**NRP-1:** Maintain agriculture as a primary, extensive land use, not only in recognition of the economic importance of agriculture, but also in terms of agriculture's contribution to the preservation of open space and wildlife habitat.

**NRP-2:** Support the concept that agriculture is a total, functioning system which will suffer when any part of it is subjected to regulation resulting in the decline of agricultural productivity, unmitigated land use conflicts and/or excessive land fragmentation.

**NRP-3:** Recognize the value of rice lands for waterfowl habitat, watershed management, and for groundwater recharge in an effort to preserve such lands and to maintain necessary water supplies in Glenn County.

**NRP-5:** Continue participation in the Williamson Act, and allow new lands devoted to commercial agriculture and located outside urban limit lines to enter the program, subject to the specific standards for inclusion contained in this General Plan.

**NRP-8:** Assure that future land use decisions protect and enhance the agricultural industry while also protecting existing uses from potential incompatibilities.

**NRP-9:** Encourage use of agricultural lands preservation tools such as in-county transfer of development rights, conservation easements, exclusive agricultural zoning, and continuation of minimum parcel sizes.

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**NRP-15:** Recognize that, in order to realistically provide for the necessary diversity and growth required in the local economy, some land presently committed to agriculture may be consumed by other development activities, and plan for and monitor such conversion to assure that it does not hinder or restrict existing agricultural operations. Priority shall be given to industries related to agriculture.

Implementation Strategies, Programs and Priorities:

**NRI-15:** Utilize a review process for requests to convert land from agriculture and grazing to other uses with incorporates the standards and procedures contained in this General Plan.

**NRI-16:** Establish a County notification process for requests to convert land from agricultural and grazing uses to wetlands.

Community Development

Goal: CDG-1. Preservation of agricultural land.

**Policies:** It shall be the policy of Glenn County to:

**CDP-10:** Encourage the preservation of agricultural lands, including those lands in production, and those which are potentially productive.

**CDP-11:** Direct nonagricultural development to marginal agricultural lands, avoiding Important Farmlands, wherever feasible alternative sites have been identified.

Goal: CDG-2. Avoidance of land use conflicts in agricultural areas.

**Policies:** It shall be the policy of Glenn County to:

**CDP-12:** Utilize a "Right to Farm" Ordinance as a method to reduce the impacts of potential land use conflicts.

**CDP-30:** Relate decisions concerning land use to the functional classification of nearby roadways.

Transportation

Goal: CDG-5. Development and maintenance of an efficient and effective road system.

**Policies:** It shall be the policy of Glenn County to:

**CDP-54:** Support actions at the local level that ensure roadways are adequate to accommodate present and future traffic.

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**CDP-55:** Encourage actions at the State level that support local needs for road improvements.

**CDP-56:** Establish a minimum level of service for local roadways.

**CDP-61:** Utilize a road improvement project priority system based on facility condition and usage characteristics.

Goal: CDG-6. Provision of a safe transportation system.

**Policies:** it shall be the policy of Glenn County to:

**CDP-62:** Support the improvement of all State and local roads to adopted design standards.

## **EXISTING CONDITIONS**

The project study area consists of the north/south County Road R travel corridor and ROW centered on the functionally obsolete bridge that spans the GCID canal that intersects the road at a skewed southwest/northeast angle. The bridge is restricted to one lane of through traffic. Agricultural and canal maintenance access roads parallel both sides of the GCID canal, intersecting with County Road R at the bridge. Agricultural access roads also parallel the entirety of the west side of County Road R through the project study area. Narrow roadside ditches separate the County Road R corridor from adjacent intensively farmed agricultural crop lands south and northwest of the bridge. Large, graveled pullouts abut County Road R at the southwest and northeast corners of the bridge. The nearest residential development to the project study area consists of two widely spaced homes south of the County Road 39/County Road R intersection, approximately 0.2 mile south of the project study area.

### **Land Use**

The project area is in a rural location dominated by the County Road R corridor and ROW, and intensive agricultural uses. The County's designated land use for the project study area and vicinity is Intensive Agricultural. Parcels adjacent to County Road R in the project study area are accordingly zoned as Exclusive Agriculture (AE) to the west and northeast side of the GCID canal and Farmland Security southeast of the GCID canal.

The regionally important GCID canal is a major land use feature in the project study area. As described in the hydrology discussion below, it is a critical source of agricultural irrigation water in Glenn County and vicinity.

### **Soils**

Two soil map units or soil types occur in the project study area (U.S. Department of Agriculture and Natural Resources Conservation Service 2007) (Attachment A, Figure 3):



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**Plaza silt loam (Pf).** This is a non-hydric, moderately well to imperfectly drained soil formed in alluvium. These soils occur in rice producing areas and consequently water tables persist for longer periods than would be expected under natural conditions. The depth to a restrictive layer is 60 inches.

**Plaza silty clay loam (Pg).** This is a non-hydric, moderately well to imperfectly drained soil formed in alluvium. These soils occur in rice producing areas and consequently water tables persist for longer periods than would be expected under natural conditions. The depth to a restrictive layer is 60 inches.

### **Climate**

Regional precipitation primarily falls as rain with an average annual rainfall is approximately 18 inches. Air temperatures range from an average January high of 55 Fahrenheit (°F) to an average July high of 95 °F. The year-round average high temperature is approximately 75 °F (Western Regional Climate Center 2017).

### **Topography**

Topography in the project study area is nearly level with the exception of the GCID canal channel that passes through the area in a skewed northeast/southwest alignment. Elevation in the project study area uplands is approximately 130 feet above mean sea level.

### **Hydrology**

Hydrologic features in the project study area include rice fields/managed wetlands, vegetated ditches, and the GCID irrigation canal. The water is sourced from the Sacramento River through the GCID main pump station located approximately 3 miles north of Hamilton City (approximately 15 air miles north of the project study area). The irrigation canal that flows through the project study area is GCID's main delivery canal for agricultural water in the region. It flows nearly year round with the exception of a few weeks during the winter when maintenance takes place. Drainage in the region is generally to the south and east towards the river, serving agricultural crops and a complex of wildlife refuges in the area.

The earliest depiction of the GCID canal and surrounding area appears on 1914 maps, which show the canal in its current location (Pacific Legacy, Inc. 2020).

### **Farmland**

Agriculture, in the form of machine-harvested rice, surrounds the project study area on all sides. This habitat is generally flooded with water in the spring when rice is planted and continues to be inundated until fall when the rice is harvested. After harvest, some fields are left fallow for the winter with no water or crops growing. Some rice fields are re-inundated after the rice harvest to provide habitat for migrating and over-wintering waterfowl during the winter months.

Most of the designated Prime Farmland in the project study area has been developed as road corridors, and agricultural canal and ditches, with only 0.083 acre of actively farmed rice field encroaching into the project

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study area’s northwest edge (Attachment A, Figure 3). Williamson Act contract lands occur north of the GCID canal and on the southwest side of County Road R south of the canal. County Road R provides a primary access route to agricultural lands north and south of the GCID canal. No timber land is found in the project area.

**FARMLAND IMPACTS**

Project construction would have temporary and permanent impacts on designated Prime Farmland and land currently under a Williamson Act contract (Table 1) (Attachment A, Figure 3). Online state and local farmland designation maps do not differentiate between local road corridors and adjacent farmlands (California Department of Conservation 2022); therefore, for the purpose of this study, farmland conversion impacts were assessed only on those parts of the 5.52-acre project study area not previously converted to a non-agricultural use (i.e., acreage no longer capable of being farmed due to project implementation).

**Table 1. Project Impacts on Farmlands**

LAND DESIGNATION	TOTAL ACRES IN PROJECT AREA	TOTAL ACRES IMPACTED	REASON FOR IMPACT
Prime Farmland	1.474	0.502 (permanent) 0.972 (temporary)	New Bridge/Alignment Contractor Staging Area
Williamson Act Contract Land (located on Prime Farmland)	1.306	0.334 (permanent) 0.972 (temporary)	New Bridge/Alignment Contractor Staging Area

Project implementation would permanently convert 0.502 acre of Prime Farmland that is currently in cultivation or directly supports adjacent agricultural infrastructures (i.e., unimproved access roads, ancillary ditches, and uncultivated buffers). These permanent impacts would result from the placement of cut and fill on the southeast, southwest, and northwest sides of the new bridge and new road alignment; the westerly extension of the new south bridge abutment; and minor encroachment of the new bridge structure on land also on the southwest end of the new bridge.

The permanent conversion of 0.502 acre of Prime Farmland in Glenn County would be minor (<0.0001%) relative to the total acreage of Prime Farmland across the county (158,117 acres) (California Department of Conservation 2016). Removal of portions of the realigned segment of the existing road would allow opportunity to restore vegetation consistent with the adjacent uses (e.g., agricultural ditch/rice paddy buffer).

Contractor staging would be in established graveled roadside pullouts on the southwest and northeast sides of the bridge. Temporary use of these areas for equipment and materials staging would not require any additional conversion of designated Prime Farmlands beyond that which has been previously converted independent of the project. Temporary impacts would have no new impacts on Prime Farmland.

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Prime Farmlands north and southwest of the bridge are currently under a Williamson Act contract. New cut and fill for the new northern bridge approach would encroach slightly onto adjacent agricultural crop land. The amount of land needed for the new ROW is minimal, resulting in the permanent conversion of approximately 0.334 acre of Williamson Act Land out of a total of 1.306 acres within the project area boundaries. The remainder of Williamson Act lands affected by project construction have been previously converted to other uses including graveled roadside pullouts, agricultural access roads, and roadside agricultural ditches. Pavement associated with the old roadway would be removed, and the disturbed area would be restored to match adjacent conditions. Although the restored areas are unlikely to be used for agricultural crop production due to small size and their proximity to roads and ditches, they would contribute to the ecosystems that form in agricultural field buffers (e.g., wetlands, grasslands). Such land uses would be consistent with the intent of the Williamson Act, which is to preserve agricultural and open space land uses. The new road alignment would not conflict with the agricultural zoning of the land in the project vicinity. For all of these reasons, these impacts would be less than significant.

No indirect conversion of farmland is anticipated as a result of project implementation; adjacent farmland would continue to be managed for existing uses. A Farmland Conversion Impact Rating for Corridor Type Projects (NRCS-CPA-106) has been prepared for the project (Attachment B). A preliminary land evaluation and corridor assessment criteria score of 86 (Total Site Assessment Points out of 260 possible points) indicates that the project would have minimal impact on prime farmland. Caltrans will coordinate with NRCS to complete the form per the regulatory guidance.

The consistency of the project with applicable federal, state, and local regulatory management guidance pertaining to farmlands is summarized in Table 2.

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**Table 2. Project Consistency with Management Guidelines**

MANAGEMENT GUIDELINE	IMPACT	CONSISTENCY DETERMINATION
<b>FEDERAL</b>		
<b>Farmland Protection Policy Act</b>		
<p>To the extent practicable, federal programs are compatible with state and local units of government as well as private programs and policies to protect farmland.</p>	<p>Conversion of farmland as a result of the project can be adequately addressed using a NEPA Categorical Exclusion and a CEQA IS/MND. Form NRCS-CPA-106 will be completed to assess impacts on Prime Farmlands. A preliminary land evaluation and corridor assessment criteria score of 86 (Total Site Assessment Points out of 260) indicates that the project would have a minor and less-than-significant impact on prime farmland in Glenn County.</p>	<p>Consistent</p>
<b>National Environmental Policy Act</b>		
<p>Projects having a federal nexus must adhere to the provisions of NEPA. Any federal action that would result in the conversion of farmland must be assessed using NEPA criteria.</p>	<p>Conversion of farmland as a result of the project can be adequately addressed using a NEPA Categorical Exclusion. Form NRCS-CPA-106 will be completed to assess impacts on prime farmlands. A preliminary land evaluation and corridor assessment criteria score of 86 (Total Site Assessment Points out of 260) indicates that the project would have a minor and less-than-significant impact on prime farmland in Glenn County.</p>	<p>Consistent</p>

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**STATE**

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**California Environmental Quality Act**

Appendix G of the CEQA Guidelines states that a project that would convert prime agricultural land to nonagricultural use or impair the agricultural productivity would normally have a significant environmental impact. Unavoidable significant project-related impacts that can be mitigated to a less-than-significant level would require preparation of an IS/MND.

Conversion of farmland as a result of the project is anticipated to be addressed using a CEQA IS/MND. Form NRCS-CPA-106 will be completed to assess impacts on prime farmlands. A preliminary land evaluation and corridor assessment criteria score of 86 (Total Site Assessment Points out of 260) indicates that the project would have a minor and less-than-significant impact on prime farmland in Glenn County.

Consistent

**California Land Conservation Act – Williamson Act**

Allows local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. Public agencies are prohibited from acquiring farmland covered under the act for the location of a public improvement project if there is other land outside the preserve on which it is reasonably feasible to locate the public improvement.

The State Department of Conservation will be notified via an IS/MND that will be prepared for the project. Conversion of farmland, as a result of the project, would not result in a significant change in the use of the lands included in the Williamson Act contract.

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**GLENN COUNTY GENERAL PLAN**

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**Natural Resources**

Goal NRG-1. Preservation of agricultural lands.	The new project alignment would largely be in previously disturbed areas in and adjacent to County Road R. Total impacts (temporary and permanent) on agricultural lands would be minor—1.474 acres of Prime Farmland, including 1.306 acres of Williamson Act land. Temporary impacts resulting from contractor staging would be confined to existing graveled roadway pullouts north and south of the bridge.	Consistent
	Removal of portions of the realigned segment of the existing road would provide opportunity to restore vegetation consistent with the adjacent uses (e.g., wetlands, grasslands).	

**Community Development**

Goal: CDG-1. Preservation of agricultural land.	This goal will be met as previously described under the Natural Resources goal.	Consistent
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Goal: CDG-2. Avoidance of land use conflicts in agricultural areas.	The project avoids encroaching onto actively farmed agricultural croplands to the extent possible while still meeting the project's purpose and need.	
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**Transportation**

Goal: CDG-5. Development and maintenance of an efficient and effective road system.	Replacement of the functionally deficient existing County Road R bridge is needed to maintain regional traffic circulation patterns.	Consistent
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Goal: CDG-6. Provision of a safe transportation system.

The bridge on County Road R over the GCID canal has been found by Caltrans to be functionally deficient and its approaches present a public safety hazard. The proposed project addresses these shortcomings and is needed to maintain a safe regional transportation system.

Consistent

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Permanent impacts on designated Prime Farmland, portions of which are under Williamson Act contract, would be less than significant. Temporary impacts would be limited to previously disturbed agricultural lands, thus resulting in no new impacts. The project design is consistent with all federal, state, and local regulatory guidance pertaining to agricultural lands. Please contact Mark Wuestehube, Project Manager, via telephone at (530) 345-4552 ext. 203 or email at [mark.wuestehube@stantec.com](mailto:mark.wuestehube@stantec.com) if you have questions or comments. Thank you.

**Stantec Consulting Services Inc.**



**Connie MacGregor** credentials

Senior Land Planner

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Attachment: Attachment A - Figures  
Attachment B – Farmland Conversion Form

**REFERENCES**

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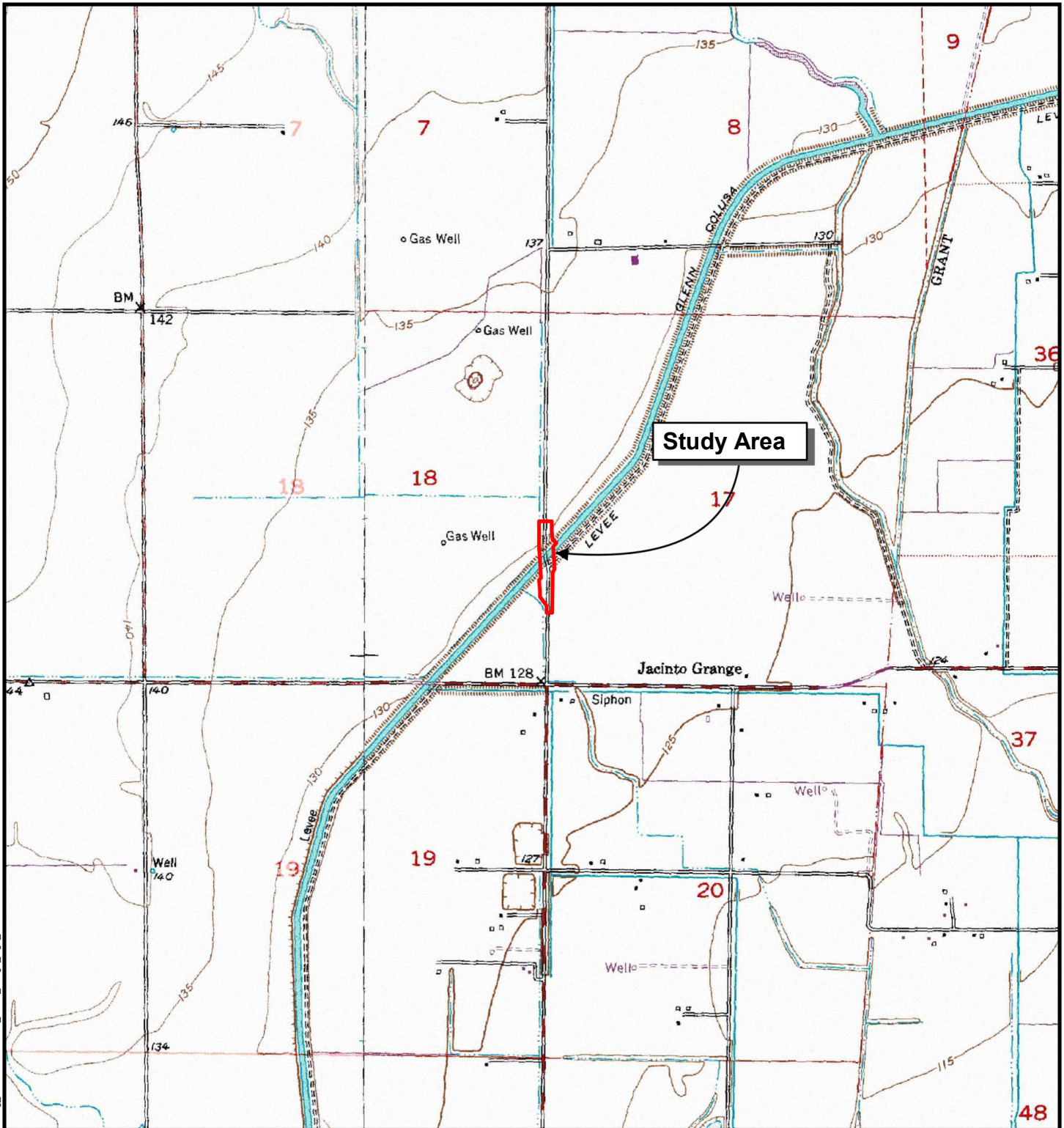
## **ATTACHMENT A - FIGURES**

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Figure 1. Project Study Area Location

Figure 2. Project Design

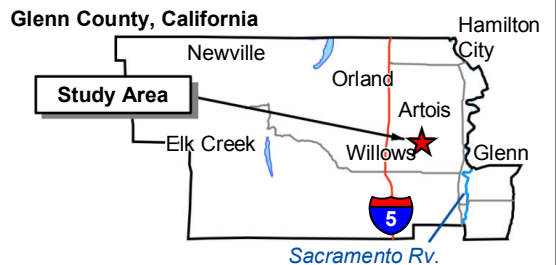
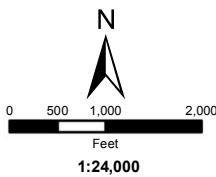
Figure 3. Farmland Impacts



 Study Area (5.28 acres)

**Public Land Survey:**  
 Township 20N  
 Range 2W  
 Section 17 and 18

**USGS 7.5 Quad:**  
 Glenn - 1951



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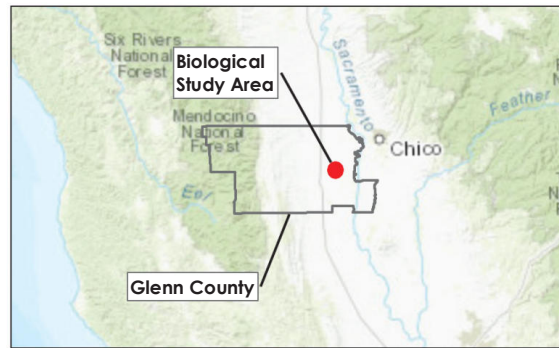
 North State Resources, Inc.

County Road R over Glenn-Colusa Canal Bridge Replacement Project

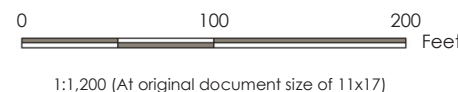
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 Stantec

**Figure 1**  
**Study Area Location**





- |                                    |                                |
|------------------------------------|--------------------------------|
| Biological Study Area (5.52 acres) | Guardrail                      |
| <b>Project Design Features</b>     | Post Construction Contours     |
| New Bridge                         | Constructed Drainage           |
| Abutments                          | Temporary In-Channel Work Area |
| Bridge Supports                    | Potential Staging Area         |
| Cut/Fill                           | Edge of Pavement               |



Project Location: T20N, R2E, S17 and 18, Glenn County, CA  
 2272004900  
 Prepared by TH on 2018-11-27  
 Technical Review by CF on 2018-11-27

Client/Project: Glenn County Public Works Agency  
 County Road R over Glenn-Colusa Canal  
 Bridge Replacement Project

Figure No. **2**  
 Title **Project Design**

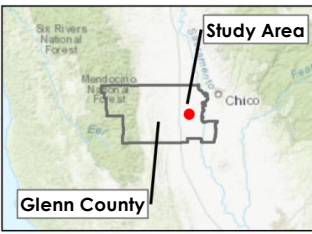
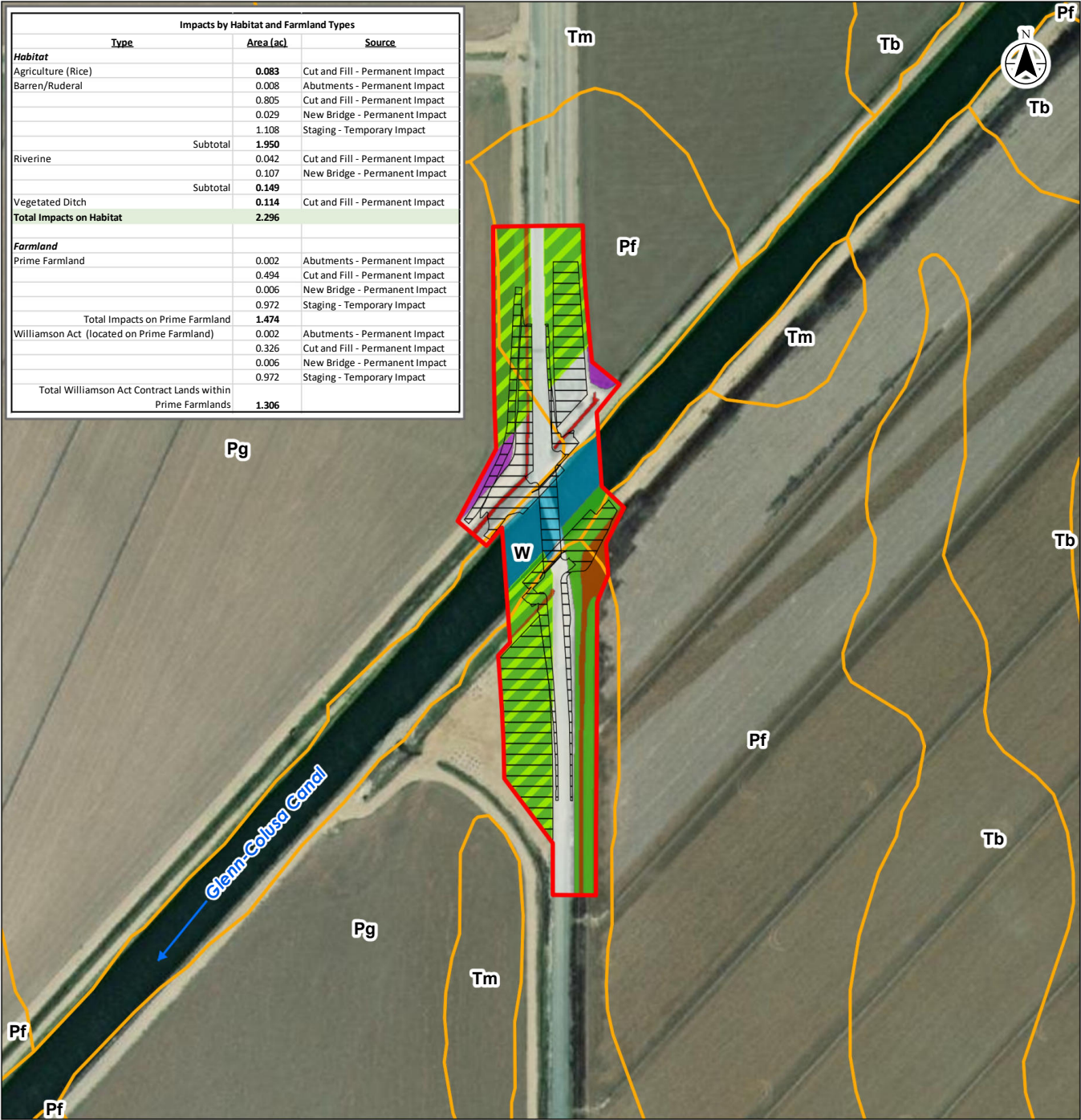
**Notes**  
 1. Coordinate System: NAD 1983 UTM Zone 10N  
 2. Orthoimagery: NAIP, 2016.

Figure 2

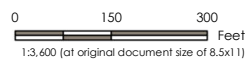
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Impacts by Habitat and Farmland Types			
Habitat	Type	Area (ac)	Source
Agriculture (Rice)		0.083	Cut and Fill - Permanent Impact
		0.008	Abutments - Permanent Impact
		0.805	Cut and Fill - Permanent Impact
		0.029	New Bridge - Permanent Impact
		1.108	Staging - Temporary Impact
	Subtotal	1.950	
Riverine		0.042	Cut and Fill - Permanent Impact
		0.107	New Bridge - Permanent Impact
	Subtotal	0.149	
Vegetated Ditch		0.114	Cut and Fill - Permanent Impact
<b>Total Impacts on Habitat</b>		<b>2.296</b>	
<b>Farmland</b>			
Prime Farmland		0.002	Abutments - Permanent Impact
		0.494	Cut and Fill - Permanent Impact
		0.006	New Bridge - Permanent Impact
		0.972	Staging - Temporary Impact
		Total Impacts on Prime Farmland	1.474
Williamson Act (located on Prime Farmland)		0.002	Abutments - Permanent Impact
		0.326	Cut and Fill - Permanent Impact
		0.006	New Bridge - Permanent Impact
		0.972	Staging - Temporary Impact
<b>Total Williamson Act Contract Lands within Prime Farmlands</b>		<b>1.306</b>	



- Study Area (5.52 acres)
  - Area of Impacts
  - Williamson Act (2.17 acres)
  - Prime Farmland (3.11 acres)
- Habitat Type**
- Agriculture (Rice)
  - Barren/Ruderal
  - Riverine
  - Vegetated Ditch
- Soil Units in the Study Area**
- PF - Plaza Silt Loam
  - Pg - Plaza Silty Clay Loam
  - W - Water



Project Location: T20N, R2E, S17 and 18, Glenn County, CA  
 Prepared by TM on 2022-12-01  
 Technical Review by CM on 2022-12-01

Client/Project: Glenn County Public Works Agency  
 County Road R over Glenn-Colusa Canal  
 Bridge Replacement Project

Figure No. 3

**Impacts by Habitat and Farmland Types**

**Notes**  
 1. Coordinate System: NAD 1983 UTM Zone 10N  
 2. Orthorectification: NAIP, 2016.

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.

# **ATTACHMENT B – FARMLAND CONVERSION FORM**

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Farmland Conversion Impact Rating for Corridor Type Projects (NRCS-CPA-106)

**FARMLAND CONVERSION IMPACT RATING**

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name of Project		Federal Agency Involved			
Proposed Land Use		County and State			
<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS		Person Completing Form:	
Does the site contain Prime, Unique, Statewide or Local Important Farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form)</i>		YES <input type="checkbox"/>	NO <input type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres:            %		Amount of Farmland As Defined in FPPA Acres:            %		
Name of Land Evaluation System Used	Name of State or Local Site Assessment System		Date Land Evaluation Returned by NRCS		
<b>PART III</b> (To be completed by Federal Agency)		Alternative Site Rating			
		Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site					
<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide Important or Local Important Farmland					
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value					
<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)					
<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria <i>(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)</i>		<b>Maximum Points</b>	Site A	Site B	Site C
1. Area In Non-urban Use		(15)			
2. Perimeter In Non-urban Use		(10)			
3. Percent Of Site Being Farmed		(20)			
4. Protection Provided By State and Local Government		(20)			
5. Distance From Urban Built-up Area		(15)			
6. Distance To Urban Support Services		(15)			
7. Size Of Present Farm Unit Compared To Average		(10)			
8. Creation Of Non-farmable Farmland		(10)			
9. Availability Of Farm Support Services		(5)			
10. On-Farm Investments		(20)			
11. Effects Of Conversion On Farm Support Services		(10)			
12. Compatibility With Existing Agricultural Use		(10)			
TOTAL SITE ASSESSMENT POINTS		160			
<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100			
Total Site Assessment (From Part VI above or local site assessment)		160			
<b>TOTAL POINTS (Total of above 2 lines)</b>		260			
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>	
Reason For Selection:					
Name of Federal agency representative completing this form:					Date:

## STEPS IN THE PROCESSING THE FARMLAND AND CONVERSION IMPACT RATING FORM

- Step 1 - Federal agencies (or Federally funded projects) involved in proposed projects that may convert farmland, as defined in the Farmland Protection Policy Act (FPPA) to nonagricultural uses, will initially complete Parts I and III of the form. For Corridor type projects, the Federal agency shall use form NRCS-CPA-106 in place of form AD-1006. The Land Evaluation and Site Assessment (LESA) process may also be accessed by visiting the FPPA website, <http://fppa.nrcs.usda.gov/lesa/>.
- Step 2 - Originator (Federal Agency) will send one original copy of the form together with appropriate scaled maps indicating location(s) of project site(s), to the Natural Resources Conservation Service (NRCS) local Field Office or USDA Service Center and retain a copy for their files. (NRCS has offices in most counties in the U.S. The USDA Office Information Locator may be found at [http://offices.usda.gov/scripts/ndISAPI.dll/oip\\_public/USA\\_map](http://offices.usda.gov/scripts/ndISAPI.dll/oip_public/USA_map), or the offices can usually be found in the Phone Book under U.S. Government, Department of Agriculture. A list of field offices is available from the NRCS State Conservationist and State Office in each State.)
- Step 3 - NRCS will, within 10 working days after receipt of the completed form, make a determination as to whether the site(s) of the proposed project contains prime, unique, statewide or local important farmland. (When a site visit or land evaluation system design is needed, NRCS will respond within 30 working days.
- Step 4 - For sites where farmland covered by the FPPA will be converted by the proposed project, NRCS will complete Parts II, IV and V of the form.
- Step 5 - NRCS will return the original copy of the form to the Federal agency involved in the project, and retain a file copy for NRCS records.
- Step 6 - The Federal agency involved in the proposed project will complete Parts VI and VII of the form and return the form with the final selected site to the servicing NRCS office.
- Step 7 - The Federal agency providing financial or technical assistance to the proposed project will make a determination as to whether the proposed conversion is consistent with the FPPA.

## INSTRUCTIONS FOR COMPLETING THE FARMLAND CONVERSION IMPACT RATING FORM

*(For Federal Agency)*

**Part I:** When completing the "County and State" questions, list all the local governments that are responsible for local land use controls where site(s) are to be evaluated.

**Part III:** When completing item B (Total Acres To Be Converted Indirectly), include the following:

1. Acres not being directly converted but that would no longer be capable of being farmed after the conversion, because the conversion would restrict access to them or other major change in the ability to use the land for agriculture.
2. Acres planned to receive services from an infrastructure project as indicated in the project justification (e.g. highways, utilities planned build out capacity) that will cause a direct conversion.

**Part VI:** Do not complete Part VI using the standard format if a State or Local site assessment is used. With local and NRCS assistance, use the local Land Evaluation and Site Assessment (LESA).

1. Assign the maximum points for each site assessment criterion as shown in § 658.5(b) of CFR. In cases of corridor-type project such as transportation, power line and flood control, criteria #5 and #6 will not apply and will, be weighted zero, however, criterion #8 will be weighed a maximum of 25 points and criterion #11 a maximum of 25 points.
2. Federal agencies may assign relative weights among the 12 site assessment criteria other than those shown on the FPPA rule after submitting individual agency FPPA policy for review and comment to NRCS. In all cases where other weights are assigned, relative adjustments must be made to maintain the maximum total points at 160. For project sites where the total points equal or exceed 160, consider alternative actions, as appropriate, that could reduce adverse impacts (e.g. Alternative Sites, Modifications or Mitigation).

**Part VII:** In computing the "Total Site Assessment Points" where a State or local site assessment is used and the total maximum number of points is other than 160, convert the site assessment points to a base of 160.

Example: if the Site Assessment maximum is 200 points, and the alternative Site "A" is rated 180 points:

$$\frac{\text{Total points assigned Site A}}{\text{Maximum points possible}} = \frac{180}{200} \times 160 = 144 \text{ points for Site A}$$

For assistance in completing this form or FPPA process, contact the local NRCS Field Office or USDA Service Center.

NRCS employees, consult the FPPA Manual and/or policy for additional instructions to complete the AD-1006 form.